

Amendments to the Claims:

The following listing of claims will replace all prior versions and listings of claims in the application:

1. (currently amended) An angular motion driving mechanism comprising:

a gear wheel mounted on a supporting structure for intermittent rotational movement in clockwise and counter-clockwise directions within an arc bounded by first and second angular positions of the gear wheel with respect to the supporting structure;

a drive motor carried by the supporting structure having an active mode and an non-active mode;

a driving gear being drivingly coupled to the drive motor and to the gear wheel imparting rotational movement to the gear wheel from said first to said second position in [[an]] the active mode of the drive motor;

a coiled torsion return spring[[],] having one end thereof being connected to the gear wheel and another the other end thereof connected to the supporting structure, which wherein the coiled torsion return spring is flexed against its bias at rotational movement of the gear wheel from the first to the second angular position ~~α1 to α2, respectively,~~ in the active mode of the drive motor and relaxes in the non-active mode of the drive motor by urging the gear wheel to return from the second to the first angular position, and wherein

at least a first flexible end stop being constituted by a first member structurally fixated to the gear wheel and in said first position [[α1]] engaging with a first embossment of said supporting structure to block rotational movement of the gear wheel by said coiled torsion return spring, said first member being flexed at contact collision with said first embossment, wherein said first member is constituted by a first blocking tooth integrally formed in the gear wheel by an incision of a first slit having a width selected to absorb shocks at said contact collision

without exceeding a breaking limit of the first blocking tooth, wherein the width extends between a side wall of the first blocking tooth and an opposing wall of the gear wheel.

2. (currently amended) The mechanism according to claim 1, wherein said gear wheel ~~being~~ is constituted of a flexible material, said first member being an integral part of said gear wheel.

3. (cancelled)

4. (currently amended) The mechanism according to claim 1, wherein the first blocking tooth ~~being~~ is integrally formed in the gear wheel by said first slit and a second slit.

5. (currently amended) The mechanism according to claim 4, wherein said ~~first and second slits each have~~ slit has a width, the width of each of the first and second slits increasing radially towards the rotation axis of the gear wheel.

6. (currently amended) The mechanism according to claim 5, wherein said first and second slits~~[,]~~ each ~~ending~~ end into a cavity having a radius ~~being~~ substantially larger than the width of a respective one of the first and second slits.

7. (currently amended) The mechanism according to claim 4, wherein the gear wheel comprises a gear tooth segment, which covers an arc of substantially 180° ~~being~~ and is separated from said first blocking tooth by said first slit, and a remaining segment.

8. (currently amended) The mechanism according to claim 7, wherein said gear wheel comprises a circumferential radius within said arc which is substantially equal to [[the]] a radial length of the first blocking tooth and larger than [[the]] a circumferential radius of the remaining segment of said gear wheel.

9. (currently amended) The mechanism according to claim 4, wherein the gear wheel comprises a gear tooth segment covering an arc wider than 180° and being separated from said first blocking tooth by said first slit, [[the]] a radial length of the first blocking tooth being larger than [[the]] a radius of the gear wheel.

10. (currently amended) The mechanism according to claim 8, wherein said radial length of the first blocking tooth differing differs from a radius of part of a remaining segment of said gear wheel by at least part of [[the]] a radial length of said first embossment.

11. (currently amended) The mechanism according to claim 1, further comprising an axially cylindrical rim integrally structured with the gear wheel and extending at [[the]] a rear side of the gear wheel, the axially cylindrical rim thereof being provided with an opening towards the first blocking tooth.

12. (cancelled)

13. (currently amended) The mechanism according to claim 4, wherein a diameter and a thickness of the gear wheel are in the order of magnitude of 5.5 centimeters and 0.5 centimeter, respectively, and the second slit has a width, the width of each of said first and second slits is in

the order of magnitude of 0.7 millimeter, said first embossment and said first blocking tooth having a common contact surface area with a radial length and a tangential thickness in the order of magnitude of 14 and 6 millimeters, respectively.

14. (cancelled)

15. (currently amended) The mechanism according to claim 5, wherein the gear wheel comprises a gear tooth segment covering an arc of substantially 180° and being separated from said first blocking tooth by said first slit.

16. (currently amended) The mechanism according to claim 6, wherein the gear wheel comprises a gear tooth segment covering an arc of substantially 180° and being separated from said first blocking tooth by said first slit.

17. (currently amended) The mechanism according to claim 5, wherein the gear wheel comprises a gear tooth segment covering an arc wider than 180° and being separated from said first blocking tooth by said first slit, [[the]] a radial length of the first blocking tooth being larger than [[the]] a radius of the gear wheel.

18. (currently amended) The mechanism according to claim 6, wherein the gear wheel comprises a gear tooth segment covering an arc wider than 180° and being separated from said first blocking tooth by said first slit, [[the]] a radial length of the first blocking tooth being larger than [[the]] a radius of the gear wheel.

19. (cancelled)